

ADMINISTRATION TEAM MINUTES

Date: April 19, 2002
Time: 9:00 am
Place: Tacoma AGC Building

<u>Attending:</u>	Cathy Arnold	<input checked="" type="checkbox"/>	Ron Howard	<input checked="" type="checkbox"/>	Larry Schofield	<input type="checkbox"/>
	Dave Banke	<input type="checkbox"/>	Carl Jonasson	<input checked="" type="checkbox"/>	Mark Scoccolo	<input type="checkbox"/>
	Jerry Brais	<input type="checkbox"/>	Bill Loring	<input type="checkbox"/>	Bill Senta	<input type="checkbox"/>
	Doug Ficco	<input checked="" type="checkbox"/>	Craig McDaniel	<input checked="" type="checkbox"/>	Greg Waugh	<input checked="" type="checkbox"/>
	Mike Hall	<input type="checkbox"/>	Cathy Nicholas	<input checked="" type="checkbox"/>	Tom Zamzow	<input checked="" type="checkbox"/>
	Bob Hilmes	<input checked="" type="checkbox"/>	Mark Rohde	<input checked="" type="checkbox"/>		

In addition to the regular Team members, visitors included Frank Newboles, from the WSDOT Traffic Office and Jeff Carpenter, Innovative Specifications Engineer. Chuck Vail, from KLB Construction attended. Penny Nicksic, a traffic supervisor for Max J. Kuney also participated today.

Opening:

The minutes of the March 8th meeting were approved with one correction. The reference, on page 2, to the WSDOT standard thickness of aluminum signs was mis-stated. The WSDOT standard is 0.125" and we are considering a reduction of that standard to 0.080".

Quality Roundtable

No Roundtable was conducted at this meeting.

Old Business

(none)

New Business--Traffic Control

The rest of the day was used in a discussion of Traffic Control. To begin, additional subjects were identified for discussion. Starting with four issues left over from last month:

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New Business--Traffic Control (cont)

Proliferation of Items

Use of State Patrol

Traffic Control Vehicles

Setup/Takedown

Traffic Control Devices (LS)

Barrels

TMA

TMA Operation

TMA Repair

Barrier Drum

PCMS (& Operation)

Arrow Boards

Type III Barricade

Class A Signs

Temporary Barrier

Temp Impact Attenuator (& Rem&Repl)

Patroller

Pilot Car

Discussions:

Class A Signs—Apparently there has been some inconsistency in preparing plans and application of the specs for Class A versus Class B signs. Some Class B, not shown in the plans, but mounted semi-permanently on posts, were not paid as Class B, but assigned to the Class A category.

Proliferation of Items—This discussion ranged over a variety of subjects and included some random ideas for solutions. These minutes will be just as random.

Barrels and arrow boards. The big problem here seemed to be related to lane closures. The spec measurements don't work too well unless the boards and barrels are already in place. One suggestion was to create an item for lane closures, per each. They could be defined for single or double closures and would allow subs to bid the actual situation. Drawbacks include wide variations in labor costs, especially considering the mid-shift standby and difficulty if there is a change order. It was pointed out the providing many items helps subs prepare bids.

In some cases, these items could be lump sum or even incidental. Bidding for a closure is a possibility, but that would depend on complexity and the ability to estimate. Always, the discussion drifted back to lump sum.

It was pointed out that the problem with too many items is mostly administrative and that we could concentrate on better process to handle them. One suggestion was to utilize a spreadsheet for the daily tabulation and then issue one pay note weekly.

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New Business--Traffic Control (cont)

To summarize, it was generally recognized that we can tweak specs and pay items all day and not gain as much benefit as reducing the duration of traffic control on a project. Perhaps the emphasis should be on finding ways to accomplish such a reduction. Incentives and disincentives are the current popular approach and the team is interested in exploring these.

Lane Rental—Of the several I/D innovations available, lane rental seems to get at most of the issues we've identified. By encouraging the reduction of the number of lane closures, we reduce the conflicts in flagging hours, standby time, individual item management and also the pure liability of being on the road more times.

Lane rental can go a couple of ways. In the first, similar to A + B bidding, the State would put a price on the value of a lane closure. Bidders would include a number of needed closures with the base bids and the number times the price would be added to the base bid to determine the low bidder. The number of closures would become contractual and overruns would be assessed a price. Underruns of the contractor's proposal number would be rewarded with an incentive. There was a lively, but inconclusive, discussion of the relationship of the lane closure value, the disincentive penalty and the incentive payment amounts.

A second type of lane rental is more like a time for completion spec. The State would set the number of closures to be allowed and the bid would be conventional. The provisions would include liquidated damages for lane closures in excess of the contract amount. Similar outcome, as long as incentives were also offered, but loses some of the possibility of contractor innovation leading to the optimum number of closures.

Solutions?

Because the team was making such glacial progress in the discussion stage, it was decided to move on to exploring some solutions to problems described last month. The results were similar.

Labor for Traffic Control

The description for spotter needs to be improved to assure that spotters are only used when they can do some good and can be kept out of harm's way themselves.

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New Business--Traffic Control (cont)

It would be possible to include operation and maintenance of TMA's in the labor item and eliminate one of the TMA items.

The specs could be modified to recognize the difference in labor classifications of flaggers and common laborers. It is problematic to assign a flagger to mid-shift laborer duties.

Rather than improve specs, it might be advisable to tighten the Construction Manual to reduce the diversity of interpretations. These are creating bid discrepancies and a non-level playing field. Particularly if lump sums are to be used more frequently, Job 1 will be to clearly define traffic control requirements and to create a uniform interpretation among all field offices statewide.

It was pointed out that California uses a combination of force account for flagging and lump sum bids for everything else. This is not popular with the contractors, but does work fairly well.

TCM/TCS

State people present said that the problem that led to the new spec (TCM must be a prime employee) was a perception that the prime contractors often came up missing when traffic control was being discussed or managed. Contractor people present advised the State people that they were wrong and that there is plenty of management. The State people said "Oh".

Beyond that productive exchange, the State advised that, whatever the reason, traffic control on at least some jobs has declined in quality. Also, on some jobs, traffic control plans were nonexistent or not implemented. Many of the observations were generated through a survey performed recently. An attempt will be made to send copies of the survey results to team members.

A contractor pointed out that there is wide variation in enforcement of the TCM/TCS specifications.

After a unanimous consensus was reached that we did not have any idea about what to do next, the meeting adjourned.

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Future Meetings

May 10th @ Tacoma AGC (9:00 am)

June 7th @ Tacoma AGC (9:00 am)

Assignment List

<u>Who</u>	<u>What</u>	<u>By When</u>
Craig McDaniel	Provide innovation specifications used by other states	May 10 th
Ron Howard	Re-write Draft Revision to 1-04.6	May 10 th
Craig McDaniel	Demonstrate FA Computer Application	With Web Mgmt
Craig McDaniel	Present innovative specifications and application instructions	As Available
Craig McDaniel	Proposal for revising execution/start work specs	Next Spring
Craig McDaniel	Keep posted on MOH tracking thru Spreadsheets	As Available
Ron Howard	Report to Greg Waugh on Resp for Temp Signals	As Work Proceeds

Team's "Round Tuit" List

1. Traffic Control Provisions
2. Revisit Force Account
3. Overruns, Underruns (Section 1-04.6)
4. Web-Based Construction Management
5. Policy and Practice on Deferrals
6. Short-term Scheduling
7. Defining Lump Sum Items
8. Joint Training—Documentation
9. Payroll, Wage Administration procedures
10. Materials on Hand provisions
11. Progress Schedules
12. Disputes Review Boards
13. Tort Claims Liability/Accident Reports
14. Bid Item for On-site Overhead